

IN THE CLAIMS:

1. (Currently amended) A control unit for an internal combustion engine including the three-way having a three-way catalyst and HC adsorbent on an exhaust side of the engine,

wherein said control unit being configured alternately controls the A/F to control air-fuel ratio (A/F) between a rich state and a lean state in-order to quicken the activation of said three-way three-way catalyst when upon starting of said internal combustion engine starts.

2.-3. (Cancelled)

4. (Currently amended) A control unit for an internal combustion engine including the three-way having a three-way catalyst on an exhaust side of the engine,

wherein said control unit has a having means for detecting the temperature of said three-way three-way catalyst directly or indirectly, and wherein control unit being configured to alternately controls the A/F control air-fuel ratio (A/F) between a rich state and a lean state in-order to quicken the activation of the three-way three-way catalyst when the if a temperature of said three way three-way catalyst is a value within the a predetermined fixed range.

5. (Currently amended) A control unit for an internal combustion engine including the three-way having a three-way catalyst on an exhaust side of the engine,

wherein said control unit has—a having means for detecting the an operating state of the internal combustion engine, and

wherein control unit being configured to alternately controls the A/F control air-fuel ratio (A/F) between a rich state and a lean state in-order to quicken the activation of the three-way said three-way catalyst based on the an operating state.

6. (Currently amended) A control unit for an internal combustion engine including the three-way having a three-way catalyst and HC adsorbent operatively arranged in order on an exhaust side in-the-order of the engine,

wherein said control unit has—a having means for detecting the a temperature of said HC adsorbent directly or indirectly, and

wherein control unit being configured to alternately controls the A/F control air-fuel ratio (A/F) between a rich state and a lean state in-order to change the temperature of said HC adsorbent.

7. (Currently amended) The control unit for an internal combustion engine according to claim 6,

wherein said control unit is configured to alternately controls control the A/F between a rich state and a lean state when the temperature of said HC adsorbent is within the predetermined fixed range.

8. (Currently amended) A control unit for an internal combustion engine including having a catalyst which has the three way comprising a three-way catalyst and HC adsorbent in the same carrier on an exhaust side of the engine,

wherein said control unit being configured alternately controls the A/F to control air-fuel ratio (A/F) between a rich state and a lean state in order to change the a temperature of said HC adsorbent.